

Route to be Taken by the Proposed Ely-Goldfield R. R.

The recent discoveries in Clifford, Golden Arrow, Bellehelen and a score of other camps in central Nevada has again aroused interest in the projected road from Goldfield to Ely. Today there are numerous camps in the Kawich and Hot Creek sections of the state that have proven up their ore bodies to such an extent as to compel the attention of the railroad interests. Ely, which is the acknowledged smelting center of the state, has commercial interests that necessitate a shorter line to the southern Nevada camps than the one available at present. The present distance is far too long. From Goldfield to Ely by railroad is 730 miles, and is made over three separate railroads, with their transfer points at Mina, Hazen and Cobre. The expense of ore shipments to Ely from any railroad point in Nevada, aside from the freight charges by teaming, is so heavy at the distance as to be prohibitive for the majority of the camps. This state of affairs has contributed in a greater measure than anything else to retard the progress and development of the camps of central Nevada. A railroad direct from Ely would be about 175 miles long, or about one-fourth the present distance.

ONLY ONE PASS OPEN.

There is only one pass which is feasible for a railroad across the central part of the state. This is the Clifford or Warm Springs pass, which separates the Kawich from the Hot Creek range. With one exception the entire route is very favorable to the construction of a railroad, the most difficult feature being the outlet across the Egan range, at Ely. And the engineering difficulties there are such as can be easily overcome, and have been before. A road leaving Goldfield at an altitude of 5700 feet, the first twelve miles is a drop of 400 feet to the Ralston valley, which at an altitude of 5300 feet is nearly level for a distance of twenty-five miles to the western slope of the Kawich mountains. From then on there is a thirty-mile rise to the Clifford pass, which is at an altitude of 6300 feet. A 500-foot drop is then taken for a distance of twenty-five miles, and from there to Ely a distance of eighty miles, the elevation varies from 5500 to 6400 feet. At the north end of the Kawich mountains the railroad will tap the rich mining district consisting of such camps as Golden Arrow, Silver Bow, Bellehelen, Clifford and Eden, all

camps with enough shipping ore developed to insure their being a rich and ever-increasing source of revenue for the railroad.

WAITING FOR TRANSPORTATION.

A shorter line to Ely, running near this camp, would open up a number of properties and make another prosperous camp for central Nevada. Bellehelen, eight, and Helena, fifteen miles northeast of Golden Arrow, and both at least fifty-two miles from Tonopah, have a number of mines developed to a depth of over 100 feet, and all have large bodies of good milling ore. The ores of all these camps are silicious, carrying both gold and silver. To the north, twenty-five miles away, lies another rich mineral belt which will awaken at the touch of the steel rails and pour out its treasures to the Ely smelters. This is the Hot Creek country, in which are located the camps of Tybo, Hot Creek and Morey, all camps that were big, steady producers twenty years ago, and today these camps have a large tonnage of ore ready for shipment as soon as the railroad is built through their country. The ores are base, carrying copper and lead, with silver and gold, and are in such quantities that they would keep the Ely smelters busy for a long time to come, and line the coffers of the railroad. In this section lies the Grant range, considered by many prospectors acquainted with its mineral zone, as one of the best fields for prospecting in the entire state, and the nearness of a railroad will enable this section to be prospected with ease. Heretofore it has been neglected, as it was almost inaccessible; but with the outfitting point at Currant Creek, only fifty miles from Hot Creek, it is predicted that prospectors will flock there to try their luck.

DUCKWATER DISTRICT.

There are at present numerous prospects in the Grant range that will receive development in consequence. North of Currant is the Duckwater district, which is also going to receive an influx of prospectors, and which is said to contain prospects that are worth investigating. The country from Currant to Ely is rapidly being developed from the latter point, and several other camps will be tributary to points on the new line. Many camps in this section will be brought within striking distance of the new road that are now far from the beaten track. Revellie, one of the oldest produc-

ers in this state, will be but twelve miles from the line, and at present it is more than eighty miles from any railroad. The difference in the distance means a new lease of life for this camp, and will give opportunity for renewed development of its resources. Tributary to Hot Creek will be the camps of Longstreet, Danville and Morey, and will have tributary to it Shamrock, which is one of the most promising camps in the copper belt lying in the south end of the Monitor range, and but eight miles from Golden Arrow. Kawich, or Gold Reef, as it is sometimes called, is now seventy-five miles from a railroad. The best timber belt in the state is that which lies in central Nevada. It has ample and unfailing supply of water, and needs but easily reached and cheaper transportation facilities to make it a powerful factor in the development of the entire state.

FORFEITED LEASE NOW A PRODUCER

RAWHIDE, Feb. 23.—A large body of ore, presumably overlooked by the one-time operators of the former Ogilvie-Reynolds block, has been opened upon the 180-foot level by General Manager Barrett of the Rawhide Queen Mines company, upon whose estate the leasehold is located. Values range from \$10 to \$70 a ton across a six-foot face, and average a very profitable milling grade. The level corresponds in depth with the 100-foot level of the Kearns No. 2 lease adjoining on the north, and the two workings are to be connected by means of a drift at that point. It will require about 150 feet of driving to accomplish the purpose.

The Ogilvie-Reynolds lease was formerly operated by the Ogilvie-Reynolds Mining company, of which John Reynolds was the dominant factor. Under his management a shaft was sunk to a depth of 200 feet and a bit of crosscutting done at a cost of something in excess of \$35,000. Ultimately Reynolds levied on the machine equipment for alleged debt for moneys advanced and it was sold by the sheriff to satisfy the claim. Prior to that time the lease was permitted to revert to the Queen

company, but not however until Reynolds had dumped a large block of Ogilvie-Reynolds shares on the local market.

DROMIAC ORE SURPRISES WORLD

That the Dromiac Mining and Leasing company's leasehold on the Queen estate is indeed a property second to none in the camp is evidenced upon an examination of their ore as it comes to the surface from a break of the entire bottom of their shaft. They are at present sinking a vertical shaft, which is now down seventy-one feet, and the entire face of the workings is in vein matter, the whole of which is of shipping grade. It seems that the chimney of ore which the owners followed from the surface down to sixty feet of depth, has opened up into an ore body of considerable size and that it has taken an almost perpendicular dip. Sensational chunks of a conglomerate of almost pure gold and silver metal may be had in every bucket of dirt that is hoisted to the surface. It can be safely said that if the Dromiac holds its present showings to a depth, Nevada will add additional millionaire miners to the already long list of boys that have made good. A shipment of some 600 pounds of high grade that was sent out via Wells Fargo by the Dromiac lease some few weeks back, the returns of which they have just received, netted them between \$3 and \$4 per pound, or a net amount of \$2100. Manager Hoeffler stated that their company was contemplating installing hoisting machinery and other conveniences in the near future, after which they would undertake an aggressive campaign of development.—Rawhide Rustler.

HOTEL ARRIVALS

MIZPAH HOTEL.

E. J. Collins, Duluth; H. W. Thomas, S. F. Lindsay, Rhyolite; Frank Peterson, New York; Mrs. W. J. Fieck, Jefferson Canyon; Frank Panhorst, Mannita, Ohio; S. G. McKinney, Los Angeles; Mrs. H. Sullivan, Goldfield.

PALACE HOTEL.

T. B. Cavender, Bellehelen; Cy E. Johnson, Round Mountain; Carl E. Smith, Goldfield; Pete Hughes, Winnemucca; W. F. Tait, Goldfield.

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